

WHAT REAL THRIFT WILL ACCOMPLISH

Successful Men Began By Saving Their Money As a Matter of Fixed Habit.

Abraham Lincoln was a notable exemplar of the value of thrift of time. We can picture him trudging forty miles to borrow a grammar. We can see him prone before the pine fire at night after a hard day's work log-cutting, reading and re-reading the statutes of Indiana, the only book he owned, or learning to write and figure with a piece of charcoal on the back of a wooden shovel, as he had no paper or ink.

Another example of what a boy can do who does not waste time is that of a Milwaukee man, Nels Anton Christensen, recently appointed by the United States government, through Secretary of the Navy Daniels, on the inventors' staff of the new United States Naval Board, which includes the greatest inventive minds in the nation.

Born in Denmark, Nels Christensen's school days ended at 14 years. After that he worked in a machine shop days and attended a technical school in the evenings. From his savings he defrayed the expense of a course at the Copenhagen Technique Institute, from which he was graduated at 21. Previous to that he attained national prominence as an engineer, having designed, when 19 years old, the Danish lighthouse at Helsingør, one of the largest in the world.

During the three years he spent on an English steamer engaged in Mediterranean trade he learned enough English to secure a position with an English manufacturing concern. Since coming to the United States he has invented many compressed airbrake starters for railroads, aeroplanes and fire engines that have brought him world-wide fame.

Thomas Edison began to save before he began to invent. The successful magazine editor, Edward Bok, started saving on a salary of 50 cents a week. Grover Cleveland's wages for his first year of work totaled \$50. Garfield could not have become president had he not saved early in life. Horace Greeley and Cooper founded their careers on saving.

Ex-Governor Ferris of Michigan, now a college president, a life-long advocate of thrift, tells of his own thrifty training: "In my youth if I had a toy, I made it, and made it not to suit myself alone but it had to suit my father as well. His examination of my work and his insistence that I should put the best there was in me even into my toys put into my back a spine and sufficient time to last a lifetime."

Thrift was the keynote of success in the life of the late James J. Hill. He was one of the country's most consistent exponents of thrift, one of the greatest exemplars of what this virtue combined with energy and high purpose, can do. He preached always that the man who cannot save money will be a failure; that though he may have education, talent and ability, without thrifty habits he cannot succeed.

The hen that lays an egg a day is a gold mine for her owner. Take a lesson from the hen! Lay up for your future by investing regularly in War Savings Stamps.

The cornerstone of tomorrow's success is founded upon today's thrift. Any postman can lay the cornerstone for you with War Savings Stamps.

Some one is saving what you spend foolishly. Who is depositing your dollars? Invest them in W. S. S. and save them for yourself.

NEGRO MAY ENTER RACE FOR A. F. LEVER'S JOB

Leader of Union Republican Party Says Candidate Will Probably Be Chosen Soon.

Columbia, S. C., July 28.—It is probable that the Union Republican party will put a negro candidate in the general election for congress to succeed A. F. Lever, who has resigned to accept a position on the federal land loan board, according to L. A. Hawkins, a negro of Columbia, district chairman of the party. A meeting of county executive committeemen of the seventh congressional district was held at Hawkins' office here when the matter was discussed.

Hawkins stated that while nothing definite had been done, it was almost assured that at a subsequent meeting, in the near future, a candidate will be named. In the meantime, Hawkins said he would communicate with the white Republicans and other white friends in this district and ask them for suggestions. Hawkins stated that it was not the purpose of the Union Republican party to try and win the election, but it probably would merely name a nominee, so as to hold the voters of the party in the seventh district together for the presidential election in 1920.

According to Hawkins, there are

STAMP CONVERSION IS NOW AUTHORIZED

Treasury Department Offers Through Banks and Post Offices Savings Certificates in Large Denominations.

Richmond, Va.—The War Loan Organization of the Fifth Federal Reserve District has been advised that hereafter War Savings Stamps may be converted into Treasury Savings Certificates of \$100 and \$1,000 denominations according to a new plan of the United States Treasury Department to afford greater convenience to holders and purchasers of War Savings and Thrift Stamps.

The development of the savings idea is one that has been urged for some time in order to attract larger investments. The holder of a sufficient number of Thrift Stamps may now exchange them for a \$5 War Savings Stamp and in turn the holder of twenty of the \$5 War Savings Stamps may convert them into a \$100 Savings Certificate, or the holder of two hundred of the \$5 stamps may in turn turn them in for a \$1,000 Savings Certificate.

Conversion may be made at all first and second class postoffices and at all incorporated banks and trust companies that have qualified as agents of the second class. The Treasury Savings Certificate will be issued in registered form and will bear the name of the owners. They will yield four per cent compounded quarterly as do the War Savings Stamps. The limit of the individual investment for the 1919 series of stamps still remains at \$1,000.

The new Treasury Savings Certificates should prove particularly attractive for the investment of the funds of fraternal societies, labor unions and other civic, social and religious organizations because the interest is added to the principal automatically each quarter, the entire amount being payable at maturity.

HOW FAMILY INCOME MAY BE DISTRIBUTED

Every Home Should Have Own Personal Household Budget If It Is to Be Successful.

Every household is a corporation with certain definite obligations and a more or less certain income, and it should, therefore, have a definite budget.

No general budget can be so framed as to fit the needs of every family. Families differ, even when identical in size, number, sex and general situation, but no family can thrive and progress without sound and sane financing; without arrangement of a reasonable financial margin; without regular saving and investments, such as are offered by Thrift and War Savings Stamps; and only intelligent adherence to an intelligent budget can be trusted, under ordinary circumstances, to bring about the desired results.

Methods of appropriation, however, differ; a method which proves feasible in a given family would be worse than useless in another, but certain cardinal principles may be safely laid down.

The amount of possible savings should be set apart definitely, and rigidly adhered to. Other allowances may be variable or they may be held within hard and fast limits. One plan after another may be tried, if liked, until the best one suited is found.

All things considered, the most easily efficient budget usually is that which allows a certain share of the income for each budget head listed, holds rigidly within the items of appropriation, and wisely applies any balance or surplus to the savings or recreation account.

approximately 2,000 negro Republicans registered in the seventh district. Of this number, he says, they have already tabulated \$19 in Richmond county and something over 4,000 in Orangeburg county, with the balance scattered in the counties of Lee, Sumter, Calhoun and Lexington. A large number negroes, he stated, are registered in Calhoun. Hawkins said that he did not think the Republicans would enter the contest in the sixth district for the unexpired term left vacant by the late J. Willard Ragsdale, who died suddenly at Washington Wednesday.

Such Is Death.

(Exchange.)

Never before has it been so expensive and unpleasant to die.

Once was a time when a fellow could die for \$150 and a mighty nice funeral he got for his money. But now, the least one can shuffle off for is \$250, and the silver handles are nickel-plated at that.

Grave diggers, who once would open a grave for \$6 now want twice that figure. Hearse drivers are getting double pay.

And the casket makers have just added another increase in prices.

Why, it's getting so it's almost as cheap to live as to die!

HOT CLASH OVER PLAN FOR PUBLIC UTILITIES

Government Ownership Only Way to Run Them, Declares Former Governor Foss.

Washington, July 28.—Eugene N. Foss, former governor of Massachusetts, advocating government ownership of all public utilities, and James L. Quackenbush, counsel for the Interborough Rapid Transit company, of New York, who declared Mr. Foss' proposals were "stuff and nonsense" gave the electric railways commission the liveliest session since it started its investigation of the condition of street railways in this country.

"Private ownership has fallen down," Mr. Foss asserted. "There is left only public ownership with private operation or public ownership vate operation or public ownership a better democracy. We have got to democratize our transportation; then we have got to democratize our industries; otherwise they will be in the same condition they are in abroad."

"Put a stop to this cheap talk, to this 'old stuff,'" retorted Mr. Quackenbush. "The thing to do is not to talk bunkum, but to recognize facts. Unless we can get an increase in fare between now and January it means a receiver for the Interborough. If you are going to do something get busy. Put a little oxygen into the patient, and then if a major operation is necessary, perform it."

Other witnesses were J. D. Mortimer, president of the Milwaukee Electric Railway and Light company, and James O. Carr, of Pittsburgh, formerly a member of the New York Up-State Public Service commission. A letter from Thomas A. Edison was read, in which he said:

"The iron-clad contracts between the roads and cities made in pioneering days under normal conditions have no protective clauses against the greatest change that has taken place in centuries, due to the world war. The municipalities can exact their pound of flesh if they so desire, with the ultimate bankruptcy of those organizations, but the spirit that is now abroad in the world is against this. We are all trying to play fair. If suffer we must, let us all suffer alike. If prosperity comes, all should participate in a like manner."

Mr. Foss expressed a belief that the electric lines in his state would be well on the way to public ownership "before snow flies." Recent fare increases to 10 cents in Boston were not popular, he said, resulting in a loss of 25 per cent in traffic and \$4,000 a day in revenue.

"We have a campaign on in Massachusetts this fall, in fact it is on now," he continued. "In my judgment they are going to go to government ownership."

Control of the railroads by the government during the war was said to be a fair test of government ownership by the former Massachusetts governor, who ascribed the existing deficit to war conditions, despite the "campaign" to make it appear that government control was responsible. Referring to scandals in connection with the management of the New York, New Haven and Hartford railroad, Mr. Foss said:

"Banker management of all public service corporations has got to cease, why? Because the temptation to wreck these properties and reorganize is too great. They do it every 10 years. These stocks have got to cease being speculative footballs."

Asked about increases in operating costs, Mr. Foss declared the railways had "grafted and stolen so" that no commission had the courage to tell the public what ought to be done and that rates should go up not 25 per cent but 50 per cent. He said it might be necessary in some cases to grant fare increases to tide over lines until the roads could be acquired by municipalities.

Things to Go Higher.

The following features for the family budget for the next 12 months are taken from an interview yesterday with H. M. Teaf, of the firm of Charles E. Morris & Co.

Clothing during the next fall and winter will cost 50 per cent more than at present.

The new prices are from 66 2-3 to 100 per cent more than the pre-war prices.

The lowest priced ready-made clothing will be \$20 a suit.

The average business man will pay between \$50 and \$60.

The highest qualities will run from \$85 to \$100.

Export trade, returning soldiers and high cost of material and labor are given as the reasons.

But Mr. Teaf sees relief coming in the spring and summer of 1920.—Philadelphia Public Ledger.

Announcing

THE 1920 Buick MODELS (K SERIES)

QUALITY has been the foremost consideration in the construction of the 1920 Model K Series. An established standard of Buick construction that for years has given to the Buick Valve-in-Head Motor Car a reputation of superiority.

Upon such a foundation of strength, durability, and value has the 1920 Buick Series been designed and manufactured.

An inspection of the new line will reveal improvements and refinements that are sure to please the most exacting purchaser.

Prices of the New Buick Series

Model K-Six-44 Three-Passenger Roadster . . .	\$1495
Model K-Six-45 Five-Passenger Touring Car . . .	1495
Model K-Six-46 Touring Coupe . . .	2085
Model K-Six-47 Five-Passenger Touring Sedan . . .	2255
Model K-Six-49 Seven-Passenger Touring Car . . .	1785
Model K-Six-50 Seven-Passenger Sedan . . .	2595

F. O. B. Flint, Michigan

E. C. BRIDGES, . . . Heath Springs, S. C.

\$25.00 Reward

FOR CAPTURE AND RETURN TO CHAIN GANG OF ESCAPED CONVICT

James Dunlap, who escaped from chain gang camp in evening of Tuesday, July 1st, 1919, was sentenced in

last March term of court to serve four years on chain gang for breaking into Bennett-Terry Company's store. He is about five feet, four inches tall; dark, ginger cake color; looks as if he didn't have much sense; walks talks and works very slowly; slightly flat nose.

A reward of twenty-five dollars will be paid for this convict's return to the chain gang camp at Lancaster, S. C.

JOHN P. HUNTER, Sheriff.
H. H. KESTER, County Engineer.

Watch Out

WATCH for the return of our MR. HARRY HIRSCH and MRS. MINNIE MEYERS who have gone to the Northern Markets for the benefit of the HIRSCH STORES and THEIR customers.

We are going to show a FULL LINE of UP-to-DATE Ready-to-Wears for both sex at a price which will make you wonder—"HOW WE DO IT."

In the meantime WE are going to SLASH prices on ALL merchandise on hand as we need the room. So come NOW and be CONVINCED. Our Slogan, "The HIRSCH STORES for BARGAINS."

WE put the GAIN for YOU in BARGAIN

WE Sell the WALK-OVER SHOES for MEN Also for the LADIES

THE HIRSCH STORES

LANCASTER, S. C.